

## CLAIMS

1/ An armrest for an inside wall of a motor vehicle, in particular for a door, the armrest being of elongate shape along a main longitudinal axis, presenting a first end region (5A) along said axis, said first end region (5A) being connected to the wall by means of a connection member (7), the armrest being characterized in that the connection member (7) defines a pivoting connection about a substantially horizontal transverse axis (X-X) enabling the armrest (5) to move angularly relative to the wall, and the armrest (5) includes a locking member (10) co-operating with a stop piece (12) secured to the wall and adapted to hold the armrest (5) in modifiable manner in a selected angular position.

2/ An armrest according to claim 1, characterized in that the stop piece (12) and the locking member (10) have complementary notches (23) and teeth (21) extending radially relative to the pivot axis (X-X), said notches (23) and teeth (21) presenting a plurality of relative positions and being coupled together or uncoupled by relative movement in substantially longitudinal translation.

3/ An armrest according to claim 2, characterized in that the stop piece (12) has at least one notch (23) while the locking member (10) has a plurality of teeth (21).

4/ An armrest according to claim 2 or claim 3, characterized in that the stop piece (12) is fixed relative to the wall and the locking member (10) has a rod (14) that is slidable relative to the armrest (5) in a substantially longitudinal direction.

5/ An armrest according to claim 4, characterized in that a return spring (30) acting in the sliding direction of the rod (14) connects said rod to the armrest (5) in such

a manner as to apply a force tending to couple together the notches (23) and the teeth (21).

6/ An armrest according to claim 4 or claim 5, characterized in that the armrest (5) presents a hollow inside volume (60) in which the stop piece (12) and at least a portion (18) of the locking member (10) carrying the teeth (21) extend, an end portion (19) of the rod (14) extending to a top face of the armrest (5) so as to constitute a control member.

7/ An armrest according to any one of claims 1 to 6, characterized in that the connection member (7) comprises a shaft (43) mounted to turn in a complementary hole (39) of a fixing piece (3) secured to the wall, and a friction ring (47) engaged on said shaft (43) and bearing against an adjacent wall of the fixing piece (3) so as to exert torque that resists pivoting of the armrest (5) relative to the wall.

8/ An armrest according to claim 7, characterized in that the friction ring (47) is made of a flexible elastic material, in particular of rubber.

9/ An armrest according to any one of claims 1 to 8, characterized in that the armrest (5) is secured to a handle (37) which presents a circularly arcuate rod (70) centered on the pivot axis (X-X) of the armrest (5), the rod being engaged in a hole (78) formed through a substantially horizontal arm (76) of a force transmission piece (72) secured to the wall so as to enable the rod (70) to slide freely through the hole (78) with a small amount of radial clearance.

10/ An armrest according to claim 9, characterized in that the handle member (37) is a hollow piece fitted to the armrest (5) in a complementary recess, the rod (70)

extending downwards essentially in a recess within the armrest (60) that is adapted to receive at least the perforated portion of the arm (76) of the force transmission piece (72).

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11/ A motor vehicle including an armrest according to any one of claims 1 to 10.

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